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The Washington Times

(MORNING, EVENING, AND SUNDAY)

OWNED AND ISSUED BY

The Washington Times Company,

TIMES BUILDING,

SOUTHWEST CORNER PENNSYLVANIA AVENUE AND

TENTH STREET

Telephone—Editorial Rooms, 131

Business Office, 37.

Free—Morning or Evening Edition—One Cent

Sunday Edition—Three Cents

Monthly by Carrier—Thirty Cents

Morning and Sunday—Thirty Cents

Evening—Fifty Cents

Washington, D. C., August 26, 1895.

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are embroiled in webs of caterpillars. Thousands of trees have been cut for and freed from pests since the Times gave warning of the destruction that was then only beginning to make itself evident, but the saving process is still in its inception. A vast amount of work should yet be done this fall in destroying the caterpillars. Every stroke which is dealt against the pests now will count for a dozen blows next year.

Therefore, it should be the duty of every householder to look to the trees in front of and around his residence. Possibly it may be held that the owner of the property should bear the trouble and expense, but this is not an argument, in the proper spirit. All residents of the city should be equally interested in promoting that external beauty, of which not only they but the whole country are proud, and should exert themselves to save the trees which are always within their view when at home, always so grateful to the eye when in vigorous health, and always so melancholy and dispiriting when sickly and when falling a prey to the caterpillar. Let the ladder and pruning hook and water hose be brought into lively play by every householder where there is need of them.

NO PLACE FOR THEM.
This must be the silly reason of the year in some quarters when it can be suggested that the reform measures instituted by "Teddy" Roosevelt in New York will have the effect to drive a mass of the wicked element of that city to Washington. Such a declaration is wholly without foundation in reason and tends only to give needless alarm to the timid and nervous.

Mr. Roosevelt's efforts may result in closing New York saloons on Sunday and at legal hours every night, but they will cause no appreciable exodus of the criminal class of various descriptions. Even if the vast hiding place of these triple cities, New York, Brooklyn and Jersey City, should prove too limited to hold New York's outlaws, Washington is one of the last places to which the class would fly for refuge. Though burglaries are somewhat frequent here, it is a fact known to thieves all over the country, that stealing in Washington almost invariably results in the speedy apprehension of the thief.

Jackson City and its vicinity, that dark side of the Potomac whose sinister feature Gov. O'Ferrall cannot abolish so easily as he with defining his attitude on the money question, and which is protected by the local authorities, is the one sanctuary where the lawless are exempt in this region. That territory now has all the population of its kind that can be supported. Its denizens warn their fraternity to keep away. There is no place for the New York thug, and he will give Washington a wide berth.

CO-OPERATION IN BELGIUM.
Latest reports in regard to the results of co-operation in Belgium will greatly interest labor organizations in America. In that little kingdom, after a few years of effort, there are now 310 co-operative societies, having a membership of 160,000 families, and, therefore, representing nearly 600,000 of the total population.

Co-operation is now mainly confined to two industries, and two great central houses are in operation, one in Ghent and one in Brussels. The largest industry is the baking and distributing of bread, and the report for this year shows a great increase of business over last year. The Ghent bakery turns out 25,000 pounds of bread per day, which consumers pay for in checks of tin, which cost about six cents each. These checks are good for two and one-half pounds of bread, which is considerably less than the price charged by individual bakers; and, moreover, every three months the member receives two checks free for every twelve he has expended. The quarterly accounts show a profit of about thirty per cent, which is used to maintain strikes and to agitate the principles of the organization.

The Brussels bakery turns out about 30,000 pounds per day, at a price similar to that in Ghent, and during the first six months of 1895 disposed of 1,556,218 pounds more than in the last six months of 1894. The Brussels organization also includes a grocery, a dry goods store, a pharmacy, a slaughter house and several butcher shops, with mutual insurance and protective systems. A great tailor shop, conducted on the same plan as the bakery, furnishes members clothing at much less cost than if bought from individual clothiers.

At both Ghent and Brussels the buildings and business in all departments have greatly increased during the last year, and a number of large institutions in the provinces report a similar condition.

The last lot of Buncoes appear to have been killed by the fatal lead pencil of a New York newspaper cowboy correspondent.

Both Senator Quay and the Hastings-Magee-Martin combine appear to be afflicted by one all-pervasive feeling in common, and that is an agony of doubt.

Coxey is now so much in evidence that one wonders what has become of ex-Governor, ex-Congressman, and ex-Candidate Weaver, of Iowa, or Oklahoma.

Ex-Senator Ingalls may be a brave man, but if discretion be the better part of valor that gentleman should exercise the quality in the superlative degree before he tackles Mary Ellen Lease.

The tiff John J. Ingalls had with Dan Voorhees in the Senate was a blessed rephry compared with the typical Kansas breeze which will strike the past master of sarcasm when Mrs. Lease gets a whack at him on Labor Day.

Coxey's declaration at a Chicago picnic yesterday that he will be the next governor of Ohio and the nominee of the Populist party for President in 1896, reminds one of the old saying that a fool and his prophecy are soon parted.

Benny Gilkeson proposes to make up the list of delegates who will vote for or against him for chairman of Pennsylvania's State committee, and one is almost led to exclaim that such gigantic check in so insignificant a physical form ought to be distended with the big mouthful of political pastry it seeks.

The sentence of Romero, the Mexican duelist, to three years and four months in prison at hard labor and to pay to the family of the man he killed the sum of \$4,000 yearly for eighteen years, will throw a very cold and very wet blanket upon the code of honor in our sister republic.

Chinese native police, which have come to hand and been translated, from fly-tracks into English, say that the fact that the midwestern built basement house attracted the wild tribes near Chicago, who supposed

that these underground stories were intended for holding treasure, and no led to the looting. One almost wishes such bandits were scattered throughout civilization to strike down that exorcism upon the face of fair architecture, the basement dwelling.

Gossip of the Day.

Pedestrians on Pennsylvania avenue, at the corner of Fourteenth street northwest, on Saturday afternoon witnessed the rather remarkable spectacle of a west-bound green-line cable car being in danger of destruction by flames. The fender on the end of the grip car, adjoining the trailer, had become ignited by reason of friction, spontaneous combustion of some other cause, and the tightly wrapped materials saturated with oil burst brightly without making any perceptible impression upon the fender itself.

After crossing the Belt line tracks it was found necessary to stop the train, and a large crowd quickly gathered to give aid and get in the way. The train was stopped at the Navy Yard. Two or three buckets of water were brought and the flames extinguished, but the fender still threw out quantities of smoke, and it was evident that the ambitious conflagration was scotched, but not killed.

"It is the people who live in the neighborhood of the wharves who can easiest keep cool this weather," said a frequenter of the river front yesterday. Persons living in that section of the city they cannot all the ice they want for five cents. When the ice wagons are filled at the houses there are always lots of waste, ranging in pieces weighing from one to ten pounds. This, of course, cannot be given away, but it is sold for almost nothing. The neighbors are onto the scheme. They will take or send a basket of fair dimensions and fill it from the heap of broken ice on the ground. The man at the wagon is then asked what it is worth. It is apparently a breach of etiquette to ask more than five cents. On the other hand, he never says, "I have seen people carry away fifty pounds of ice for three cents."

"It is an effort to do the best we can with the means at command," said Chairman Bell, of the House of Representatives, yesterday, in regard to the Debs protest.

"We are at present without relief except through Congress, and if that body declines to act no resolutions will avail."

"We make a dignified protest against an outrage; but we should remember that the highest judicial authority in the country, if not in the world, has sanctioned what we believe is an unjust exercise of power. If the next Congress declines to act in the matter, the effort should, and certainly will, be made to elect other men as the representatives of the people who will induce a protest."

"We should demand the enactment of a measure that will give to organized labor its just recognition, and that is what the resolutions provide for."

The ghostly find of Nags' body in South Washington by Policemen Herbert and Espey, recalls a similar affair that occurred a couple of years ago, in which the same policemen figured. They were patrolling a boat on Maryland avenue south-west, along the railroad tracks, and one night, at the corner of Four-and-a-half street and Maryland avenue they saw something lying near the track that resembled a piece of beef. With the remark that some one had dropped his Sunday dinner, Espey went over to the object, and picking it up, walking to the end of the track, he was horrified to find a human hand dangling on one end of it, and he hastily told his partner to take it. Herbert dropped the gruesome object as quickly as Espey had, and made for the policemen they proceeded along the track, picking up fragments of the body all along the square from Third to Four-and-a-half streets.

"Have you noticed how well the heretics are patronized since the fare has been reduced to 3 cents," asked a gentleman, who had just alighted from one of them. "Three cent fares are becoming very popular and successful in other cities, and it is quite probable that in the future they will be the rule rather than the exception. Think what a long ride you can take for three cents, and what a saving every month for the man or woman who patronizes them."

"Washington is afflicted with more styles and varieties of cranks than any city I know of," remarked Maj. Moore, of the police department. "An outsider who is not thrown in direct contact with this species of public nuisance has no conception as to the number of them I have to handle every day. Every man in the United States who has a grievance, it matters not what it may be, comes to the National Capital to make it known."

"Of course, the greatest number of cranks are here during the sessions of Congress, but they are quite numerous at other times. A great many of these people have been coming here for years, and you hardly get them out of town before they surprise you by coming back again."

"I have divided them into various classes—religious, political, financial and general cranks, which latter class includes by far the greatest number. They are people with notions, but they do not confine them to any one particular subject, whereas the others always have some one particular hobby."

"I tell you it is quite a problem to know how to get rid of them, and cannot look them up unless they become dangerous, and we are, therefore, forced to adopt other means to get them out of the city."

Points About Pilgrims

Rev. W. L. Austin, D. D., pastor of the Church of the Redeemer, Baltimore, is stopping at the National.

Robert E. Crowley, of Lowell, Mass., and a party of eleven other gentlemen representing bridge building firms in Northern cities, are stopping at the Metropolitan. They are making a tour of the country, inspecting the principal suspension and cantilever bridges. They took a day off yesterday and went down the river. The party will leave for Baltimore to-morrow.

Michael Coyle and W. H. Gardner, famous for the management of the Buffalo Bill European tour, are in the city. Mr. Coyle is at the Howard House and Mr. Gardner at the Ebbitt House.

Senator Charles F. Faulkner, of West Virginia, arrived in the city yesterday and is now at Page's Hotel.

John P. Shannon, of Edison, Ga., is at the National with a party of Knights Templar on their way to Boston.

L. Rhodes, the proprietor of the Rembrandt Inn, the property which adjoins Baltimore, the Vanderbilt estate, near Annapolis, N. C., is now at the St. James.

"We are already booking parties who will stop at Asheville on their way to the Atlanta Exposition," he said. "The ground has been somewhat light this year because many have deferred their summer

trip after the opening of the exposition. A fine railroad station, which Vanderbilt erected, will be ready for use next week."

Dr. Otto Bracke, of Braunschweig, Germany, who is 'sighting' in this country, is now at the Shoreham.

Rev. John B. Mac Intosh, a prominent clergyman of Philadelphia, is registered at the Metropolitan.

General Information.

The shipment of California wines this year is nine millions gallons, valued at \$3,500,000, against seven and a third million gallons last year, up to July 31, valued at \$3,000,000.—New York Tribune.

The progress of photography under the sea, by means of the newly-devised magnesium light—a marvel of ingenuity—may justly be described as something wonderful. Though the time of the exposure is said to still present one of the most serious difficulties yet to overcome.

Capt. Ous Joubert, who has been engaged to make the burgoo for the G. A. R. encampment at Louisville, said he would cook 75,000 pounds of meat, beef, mutton and pork. It will all be cooked in the most approved barbecue fashion.—Louisville Courier-Journal.

Sheep breeding in Patagonia is a profitable industry, notwithstanding the ravages of wild animals. Down in Punta Arenas, a port on the Terra del Fuego Islands, a French company owns over 100,000 sheep, and the manager makes about 25, 6d. per head, "clear of all expenses, from the sale of wool alone."—Rio News.

The largest and perhaps the only tunny ever caught on the Pacific coast was landed by C. Valencuela and Capt. Gusti, at Monterey Bay recently, after a desperate fight. The fish measures over six feet in length and weighs 450 pounds.—San Francisco Examiner.

The Royal Exchange of London has decided to expend \$2,500 for a large panel representing William the Conqueror granting the charter to the citizens of the English metropolis. The work is to be placed in the exchange building.

Two more slabs of stone inscribed with words and music have been found in the treasury of the Athenians at Delphi by the French. By using some of the fragments previously discovered, a second hymn to Apollo, with its notes, has been put together. The date is after the conquest of Greece by the Romans. The Greeks seem to have used twenty-one notes in their musical notation, where we use only twelve.

Considerable excitement prevailed in a prayer-meeting recently in Marion, N. J., when one of the good brethren declared that the Bible explicitly denounced the wearing of the large sleeves which fashion has decreed to be an essential feature in the apparel of an up-to-date woman. As proof of his statement the zealot quoted a part of Ezekiel xlii: 18, as follows: "Thus saith the Lord God, Woe to the women that sew pillows to all armholes! The women present were, of course, very indignant, but allowance was made of the fact that the good brother some time ago received injuries about the head which had affected his mind, and his eccentricity has taken the form of an over-wrought religious enthusiasm."

The recent report of naval experts against the use of aluminum on naval vessels because of its corrosive tendencies does not apply to the plates used in the construction of the Defender. The aluminum furnished for ship construction by the Navy Department, was alloyed with zinc, which is not proof against corrosion. The Defender's plates, however, are alloyed with nickel, which will successfully withstand the corrosive action of the salt water. James C. Menzies, chief engineer of the company, which furnished plates for the Defender and the Defender, says in the New York Times: "I personally supplied the aluminum plates for the Defender. They are made with nickel alloy. There is no danger in her plates at all, so far as corrosion goes. The only danger to be feared is galvanic action between the